### Illinois Department of Natural Resources

<u>Comment 1</u>: "The Illinois Department of Natural Resources concurs with the need to submit an Incidental Take Authorization for the two state-listed species within the project area...should efforts to avoid impacts to INAI site not be realized."

Other comments submitted to the IDNR include minor editorial comments to pages 3-1, 3-2, 3-7, 4-5, and 6-2 of the Biological Assessment.

Response 1: The Illinois Department of Transportation (IDOT) has determined that the most recent conceptual plan to the highway adjacent to the Beardstown March INAI site was designed at the request of the City of Beardstown. The city requested IDOT to provide better access to the downtown economic area at this location. Great effort was taken to minimize impacts to the natural area without compromising the safety of the traveling public. The minimum safety standards were used, such as reducing the median width from 15 meters to 7 meters in this area. In addition, the horizontal curvature of the expressway design is the minimum requirement.

All alternatives for the location of the interchange were evaluated but were dismissed due to compromising safety standards and greater impacts to sensitive habitats. Therefore, after extensive evaluation it has been determined that impacts to the Beardstown Marsh Natural Area are unavoidable.

It has been noted by agency officials that the areas of impact to the natural area are of very low biological quality.

As far as the recommended mitigation, the IDOT is willing to explore the funding for special management techniques at a nearby site, as well as incorporating mitigation efforts to impacts to the Illinois chorus frog. The IDOT feels it would be beneficial to incorporate the mitigation efforts for impacts to the natural area as well as the Illinois chorus frog. The Conservation Plan for the Incidental Take Authorization will reflect the recommendation of assisting in the establishment of a conservation easement at the New Dominion Farm.

Based on the Biological Assessment and the above considerations, the IDOT requests consultation under the Illinois Endangered Species Protection Act be closed.

The recommended editorial changes have been incorporated into the Biological Assessment.

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Specifically, the New Dominion Farm site which is pursuing a conservation easement on a portion of their land to protect habitat for the Illinois mud turtle needs several acres of mechanical thinning to control woody brush and herbaceous exotics along with limited herbicide use. There is another site within the New Dominion Farm that could be secured for the Illinois chorus frog in establishing a conservation easement. Contributing to the habitat enhancement for these species would be a possible option should efforts to avoid impacts to the INAI site not be realized.

- C) Page 3-1: the wingspan stated for the bald eagles would be a more accurate figure of 70 -85 inches.
- D) Page 3-2 and other pages: citation to Heckert should be changed to Herkert.
- E) Page 3-7, second full paragraph: we are aware of no evidence to support the statement that the forest along the Illinois River would be unsuitable for roosting bats because of noise from highway and river traffic. Bats commonly use highway bridges as roost sites and maternity colony sites. This statement should be dropped and the potential value of this habitat should be reconsidered.
- F) Page 3-7, section 3.3.8: The correct spelling for Hofman is Hofmann.
- G) Page 4-5, section 4.3.7: Phillips and Petzing 1997 is NOT in the literature cited. Also, Phillips 1998 and Petzing and Phillips 1999 are NOT in the literature cited/references.
- H) Page 6-2 second paragraph, last sentence: It is not understood how drainage ditch sites (presumably wet) in which chorus frogs have become "established" are not breeding sites. Chorus frogs are found in ponds and ditches during their breeding season and spend the rest of the year buried in more upland sites. If they are in these ditches while there is standing water, what are they doing if not at least attempting to breed. Clarification is needed on this.

If you have any questions on the above, please contact me at 217-785-5500.

Sincerely,

Steve Hamer

Transportation Review Program
Division of Natural Resource Review

cc: Steve Davis/IDNR
Tom Flattery/IDNR
Glen Kruse/IDNR
Tim Kelley/IDNR
Carolyn Grosboll/INPC

Newton Ellens/USEPA John Betker/USACOE Richard Nelson/USFWS J.D. Stevenson, FHWA File 1



## United States Department of the Interior

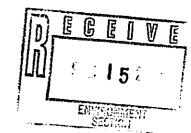
#### FISH AND WILDLIFE SERVICE

Rock Island Field Office 4469 48th Avenue Court Rock Island, Illinois 61201

Phone: (309) 793-5800 Fax: (309) 793-5804



February 11, 2002



Mr. Larry L. Piche, P.E. Illinois Department of Transportation 2300 South Dirksen Parkway Springfield, Illinois 62764

Dear Mr. Piche:

This responds to your letter of January 17, 2002, requesting our comments on the Biological Assessment (Detailed Action Report) for U.S. Route 67 (FAP 310) Jacksonville to Macomb, in Morgan, Cass, Schuyler and McDonough Counties, Illinois. We have no additional comments at this time.

Our comments are provided under the authority of, and in accordance with, the provisions of the Fish and Wildlife Coordination Act; and the Endangered Species Act of 1973, as amended. If you have questions, please contact Heidi Woeber of my staff.

Sincerely,

-Richard C. Nelson

Supervisor

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# U.S. Fish and Wildlife Service

The U.S. Fish and Wildlife Service did not submit comments requiring response or resolution.

STUDIES & PLANT

http://dnr.state.il.u

George H. Ryan, Governor • Brent Manning, Directo

April 5, 2002

Mr. Victor A. Modeer, Jr., P.E.
Illinois Department of Transportation - District 6
126 East Ash Street
Springfield, Illinois 62764

RE: U.S. Route 67 (FAP 310) P96-006-93 Jacksonville to Macomb Morgan, Cass, Schuyler, and McDonough Counties

ATTN: William E. Martens, P.E.

Dear Mr. Modeer:

The Illinois Department of Natural Resources has received your letter of April 1, 2002 which referenced the Illinois Department of Transportation's intent to proceed with the Incidental Take Authorization for listed species associated with the above referenced project.

Based on the Biological Assessment and your letter of commitment, consultation is closed on this project.

If you have any questions on the above, please contact me at 217-785-5500.

Sincerely,

Steve Hamer

Transportation Review Program
Division of Natural Resource Review

teve Name

cc: Steve Davis/IDNR
Tom Flattery/ IDNR
Glen Kruse/IDNR
J. D. Stevenson/FHWA
File

Victor A. Modeer Jr District Engineer Division of Highways / District 6 Illinois Dept. of Transportation 126 E. Ash St ringfield, IL 62704-9822



Illinois Road Contractors is a family owned business in Jacksonville, Illinois recently celebrating its 75th anniversary. We have a keen interest in the U.S. Rt 67 Expressway between Jacksonville and Beardstown

This past week, at the Chamber of Commerce in Jacksonville, you offered a pre-hearing viewing of the alternative routes being considered. I was impressed with the clarity, knowledge, and impartiality in the presentation. A key statement, made in the presentation, was that this expansion of Rt 67 is driven in large part by the economic impact it can have on the Western part of the Stare. We fully agree with that premise

We operate Meredosia Terminal on the Illinois River. From there we receive and distribute

- Asphalt and emulsions for Marathon
- Aqua Ammonia for MBD, Inc.
- Road Salts for Cargill and Central Salt
- Fertilizers for U.A.P. Richter and Brandt Consolidated

The tractor trailer traffic we generate from this terminal is seasonal, varying from 10 per day in winter months to as many as 100 per day in the heat of the summer. In all, we process 10,000 fully loaded deliveries per year. Virtually every unit travels existing Rt. 67/100.

Route 67 Alternate "E" is important to our current business and future enterprise considerations. Route 67 Alternate "A" offers no improvement potential for us and retains our existing road usage on Rt 100. The heavy truck traffic and wear we generate on this existing route will not change if Alternate "A" is employed

A progressive view of long term costs and the enterprise value for the ports and terminals on the Illinois River near Meredosia make Alternative "E" a wise choice, and we fully endorse that selection

edosia Community Bank

Respectfully submitted,

Tum P. Devon Davismeyer

Illinois Road Contractors

REC'D DIST. 6

STUDIES & PLANS

920 STATE HIGHWAY 104 . P.O. 80X 478 . MEREDOSIA, ILLINOIS 62665 . TELEPHONE 217 584-1392

August 17, 2001

Victor A. Modeer, Jr. District 6 Engineer Illinois Department of Transportation 126 East Ash Street Springfield, IL. 62704-9822

Dear Mr. Modeer.

The Meredosia Community Bank would like to express how very important it is to all the businesses in this area and surrounding area of Meredosia that route U.S. 67 remain the same as the existing route. This highway is a vital transportation link to business and industry for our community. It would be detrimental to the businesses that are already here and would deter new businesses from coming to this area if the route were changed. You have our complete support for Corridor E.

I appreciate your consideration in this matter

Nolan Bangert Branch Manager Meredosia Community Bank



NOLAN BANGERT

WAY 104 - P.O. BOX 470 - MEREDOSIA, 9



August 7, 2001

Mr. Victor A. Modeer, Jr. District Six Engineer 126 Ash Street Springfield, Illinois 62704-4792

RE: U.S. 67 Expressway Design Study

It is our sincere belief that our bank and the Community of Chapin would be best served, if Alternative Route E is chosen, to have the expressway follow the existing route through Chapin. We feel this would give greater exposure and convenience to our business and related businesses in the community than the proposed route which is shown to be north of the existing highway would give. If the northern route is implemented we feel many individuals traveling the expressway would by-pass Chapin because of the required exit, as compared to having the expressway running on the existing highway and providing greater customer convenience and accessibility to the bank and other businesses in our community.

We thank you for your consideration and welcome the opportunity to further discuss this with you.

Sincerely,

Chairman

Jacksonville Savings Bank

ohn C. Williams, . Vice President and Manager Chapin State Bank

AFA/JCW:pjc

510 Superio P.O. Box 350

Chapin, Illinois 62628
FAX (217)472-3002
FDIC Insured (217)472-3211



99 South, PO Box 206 217-779-3922: fax 217-773-3897

August 23, 2001

RECTI DIST. 6 AUG 2 STUDIES & PLANS

William E. Marens Program Development Engineer - District 6 Illinois Department of Transportation 126 East Ash Street Springfield, IL 62704

Subject: Corridor 67 - Alternate Routes

Dear Mr. Martens:

We appreciate yourself and IDOT explaining the Corridor 67 project and permitting Dot Foods, Inc., and Dot Transportation, Inc., the opportunity to express our opinion and desires regarding the route involving alternates A and E.

It is our opinion that Alternate E between Jacksonville and Beardstown would offer better economic development opportunities and provide safer travel for more traffic than Alternate A.

The portion of Alternate E's route from the intersection of Rt. 194 and Rt. 67 (East of Meredosia) to the Concord Blacktop is one of the main arteries for our trucks traveling east and southeast. We have between 130 to 150 trucks travel this route weekly. This does not include the truck traffic from other carriers coming to and from our facility from this direction.

We agree with the Morgan County Commissioners in that if Alternate A is selected, Route 104 between Alternate A and Meredosia would continue to require substantial upkeep to maintain the truck traffic from Jacksonville to Meredosia. Alternate E would permit our drivers to travel on a safer four-lane road from Meredosia to Chapin in

Thank you for reviewing our comments. If you have any questions, you may reach me at 217-773-3922, ext. 2443.

Sincerely.

Manager Transportation Safety

is essential to the retention and expansion of these companies, as well as Carrill, IMC Agri Business, Inc., Meredosia Terminal and T.A., all of which have facilities in the area. Consolidated Grain and Barge in Naples would also be negatively impacted by the relocation of the highway. Combined, these industries account for between 200-500 trucks per day over the existing route

<u>Industrial Attraction/Highway Access</u>: Ranking among the top five factors in site selection, highway access is critical in economic development. Within the last five years, Meredosia has been a candidate for a number of facilities, including a steel mini-mill, a gypsum board manufacturer, a rail car repair and cleaning facility, a tank truck shipping company, and others. We are currently promoting a Meredosia location to two industrial support prospects that rely on truck transportation. Each of the prospective companies that have considered locating near Meredosia during the past four years has been from outside the area. From the perspective of an outsider considering a multi-million dollar investment, the presence of an improved, 4-lane highway in close proximity to Meredosia is a distinct benefit. The opposite is true as well. As a result, relocation of the highway would cause incalculable damage to industrial recruitment in the

Impact on Farmland: Construction of the new highway along Alignment "E" will have a significantly lower impact on prime farmland. In addition to farmland that would be lost due to construction of Alignment "A", farmland will certainly be lost due to associated development along the route in future years. Neither road construction nor development in the Meredosia area will have such substantial negative consequences.

As the Department of Transportation nears a decision regarding which Jacksonville-Beardstown alignment to support, I urge your support of Alignment "E", which most closely follows the existing route of US 67, since it has the greatest potential for enhancing growth in the Meredosia area and the least potential for harming our existing industrial base. More than 500 jobs hang in

Should you have any questions regarding this letter or our position regarding the alignment of Corridor 67, please contact me at 217.479.4627.

Thank you for the opportunity to present our position.

Mike Kirchhoff, CED Executive Director

> Mayor Mike Brown Jim Shipp, EDC Chairman



200 West Douglas lacksonville, Illinois 62650 217.479.4627 FAX 217,479,4629 www.jredc.org

RECDDI

AUG 2 200

STUDIES & PLANS

August 21, 2001

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No envelope

Please fold, tape, and mail.

Mr. Victor A. Modeer Jr District Engineer Division of Highways, District 6 Illinois Department of Transportation 126 East Ash Street Springfield, Illinois 62704-9822

Dear Mr. Modeer:

At its monthly board meeting,the Jacksonville Regional Economic Development Corporation adopted a resolution that directed me to inform you of our Board of Directors' support for Alignment "E". It is our great pleasure to join with Morgan County, the City of Jacksonville, and others in our support for an alignment that closely follows the existing route of U.S. 67.

Retention and expansion of our existing industries, as well as attracting new industries to our two-county area is a primary concern for the Economic Development Corporation. In light of this focus, please allow me to briefly detail the reasons for our preference regarding Alignment "E" of Corridor 67 between Jacksonville and Beardstown

Existing Industrial Presence: Meredosia has the second highest concentration of industrial investment in Morgan County. To maintain these industrial assets, it is essential that quality highway transportation be available (and improved). Increasing the highway from its existing condition to a new four-lane surface is certainly desirable, but from an industrial perspective. improved highway transportation does not include increasing the distance for access to the highway. Relocation of the highway to the top of the bluffs, with an uncertain maintenance schedule for the old highway, will create a potential challenge for the industries in the area. which are heavy users of the current highway

Included among the industries in the Meredosia area is National Starch, which has recently invested an additional \$22.5 million in its local facility. Over 300 people work at this facility, with an annual payroll of approximately \$12,000,000. In addition, Meredosia is home to an Ameren/CIPS generating station, which employs approximately 100 people who earn an average of approximately \$40,000 per year. The advantage of an upgraded U.S. 67 in its existing location

The success of your husiness is our med-



121 S. State Street • Beardstown, IL 62618 Phone / Fax 217-323-3271 August 30, 2001

Mr. Victor A. Modeer, P.E. District Engineer Illinois Department of Transportation 126 East Ash Street Springfield, 1L 62704-4792

Re: U.S. 67 (FAP 310)

Dear Mr. Modeen

Earlier this month, representatives from your office held a public hearing here in Beardstown regarding the proposed route of the new U.S. 67 expressway as it passes through the counties of Morgan, Cass, Schuyler, and McDonough Counties. I was very impressed with the meeting. The displays were presented in a manner in which the viewers could clearly understand the proposed

After viewing the presentations of the proposed route as it bypasses Beardstown, I have some concerns that I would like to bring to your attention. These concerns could have a major impact on Beardstown's future economic growth from the expressway. My first concern relates to the proposed route as it bypasses Beardstown and crosses the Illinois River. I have included a copy of a map from the Draft Environmental Impact Report issued by your office which I have highlighted the areas of concern. The last approximately 1,200 meters of the bypass before crossing the Illinois River does not allow sufficient space to develop to the east towards Beardstown. We are surrounded by wetlands to the south and southwest, and the river to the north. The only option we have is to develop east. The proposed route needs to provide sufficient space to the east for development. If the proposed route where it crosses the Illinois River were to be relocated approximately 600 - 700 meters west, with the expressway coming directly south from this location, there would be adequate space for future economic growth. (The route would be on the west side of the drainage ditch.)

My second concern with the proposed route as it bypasses Beardstown relates the access lanes. The traffic coming from the north as it crosses the bridge bas very little time to react to the exit lane to Beardstown (approximately 200 - 300 meters). If the traffic misses the exit, there are no other access points to Beardstown. And from my personal experience, if a driver miss

Home of

The Beneditown Ladies

Investment Club"



REC'D DIST. 6

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STUDIES & PLANS

he will continue down the road to the next town or exit. Therefore, we need another access lane for traffic coming from the north so that we do not get unintentionally passed by.

In addition, the access road leads the traffic into Beardstown only at the south end. There is no access to the north end of town along the riverfront. A section of the current Sixth Street Road heading west of town which would provide access to the city's north end, as noted also on my attached map, would cease to exist. This road has provided, and continues to provide, farmers with access to the grain elevators located along the riverfront. Without a north access to the city, farmers would be inconvenienced by having to travel south to enter our city, and then proceed north to the elevators. In addition, this could result in traffic problems as well as street maintenance problems with the heavy farm vehicles. If the Sixth Street Road was utilized as an access to the northern part of our city, the potential for these problems would be eliminated.

The Mayor of Beardstown, Robert Walters, business leaders, and our chamber board of directors have discussed these concerns, and are in agreement that the current proposed route of the U.S. 67 Expressway has potential downfalls for our city. It would not allow Beardstown to take full advantage of the expressway as it bypasses our city. The mayor has planned to arrange for a meeting with your office so that we may fully discuss our concerns with you and the possible subtriots.

Thank you for your time and consideration.

Craig A. Myer President

cc: Robert Walters, Mayor

## **Morgan County RPC**

345 West State Jacksonville Dinois 62650 Phone: 217/243-940 FAX: 217/245-4159 contil: mor@osj.act

REC'D DIST. 6

SEP 2 6 2001

STUDIES PLANE

September 25, 2001

Mr. Victor A. Modeer, Jr. District 6 Engineer Illinois Department of Transportation 126 East Ash Street Springfield, Illinois 62704-4766

Mr. Foreman Hardwick Studies and Plans Engineering Department Illinois Department of Transportation 126 East Ash Street Springfield, Illinois 62704-4766

RE: Corridor 67, Jacksonville - Beardstown Alignment

Dear Sirs:

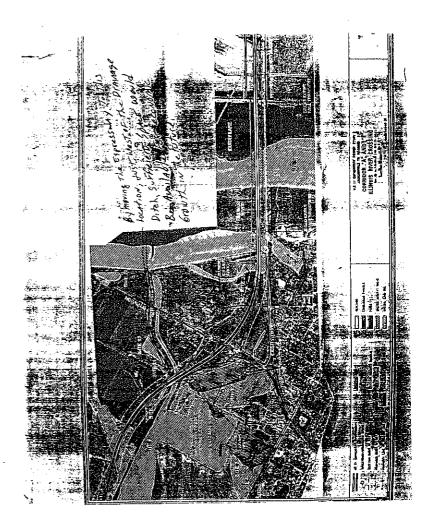
I would like to go on record once again in support of the Corridor E Alternative alignment of U.S. 67. Please refer to my letter of August 6, 1998 for a list of reasons this corridor provides the best opportunity for economic growth in this region. As you may know, over 500 existing, high paying jobs would be supported by the Corridor E Alternative. Further, the potential for job creation is greater through expansion of these existing industries in Meredosia than the potential for siting any new industry in the area.

I would like to point out some areas of the Environmental Impact Statement that I feel need

Section 2.1.3.5 Rail. Of the 15 trains through Meredosia it is my understanding that the majority serve National Starch and Chemical. If that is true the primary products are industrial in nature, raw materials or finished product — not, farm related product.

Section 2.1.5.1 Although nothing said is technically inaccurate, the industry in Meredosia is unusual. The industrial employment of National Starch and Chemical, Ameren CIPS, and the IRC Terminal are not agri-based and should be significant enough for notation, particularly as the alternate under consideration directly impacts this area.

Section 2.1.5.2 Meredosia has a TIF District. It is a mixed use TIF that includes Meredosia Community Bank on Main Street and a residential component. The



Jacksonville Regional Economic Development Corporation includes Meredosia as a

In short the existing impact study under values the industrial nature of the Meredosia area in my opinion. Anyone reading the study would conclude that both alternates have similar impacts. Given that conclusion, the cheapest alternative would be favored. Obviously, I believe the economic impacts are clear and favor Alternate E by a significant margin, even weighed against the higher construction cost..

Thank you for taking my remarks into consideration. Once again allow me to say the public process you have followed in this project has been exemplary. I appreciate the education.

Sincerely

Danny R. Little

Director

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